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THE I., D. & W. DEAL

Consummation May Be Prevented by C., H. & D. Stockholders.

Suit Brought by Emery & Sons to Abrogate Leases-The Resignation of President Mackey.

A short time ago mention was made that some of the stockholders and bondholders of the Cincinnati, Hamilton & Dayton and of the Cincinnati, Hamilton & Indianapolis securities were seriously considering the taking of steps to prevent the Cincinnati, Hamilton & Dayton company leasing the Indianapolis, Decatur & Western, and in leasing it assuming further liabilities. That there were grounds for this statement is evident in the fact that Thos. Emery & Sons, large holders of securities of the C., H. & D. and C., H. & I., yesterday instituted suit to abrogate the lease of the Cincinnati, Hamilton & Indianapolis to the Cincinnati, Hamilton & Dayton, and also the leasing of the Indianapolis, Decatur & Western. In the bill of averments it is alleged that the C., H. & D. is seeking to acquire the I., D. & W. with a view to shirking the pecuniary liabilities accruing from the lease of the C., H. & I. This suit is said to have been unexpected by President Woodford and the other high officials of the C., H. & D. A number of local railroad men last evening, in discussing the bringing of the suit, said it was only a revival of the old feud between the security holders of the C., H. & I. and would end in smoke, as did a suit some years ago, when the Indiana, Bloomington & Western sought to secure control of the Cincinnati, Hamilton & Indianapolis, expecting to abrogate the lease. It is admitted by those well informed that to make the I., D. & W. a valuable feeder to the C., H. & D. system would necessitate the extending of the line to some important railroad center, as now its western terminal is of little importance. On the other hand, time has shown that the roads which the Cincinnati, Hamilton & Dayton has acquired in the past are valuable properties, the Indianapolis division being second to none. The acquiring of the Dayton, Fort Wayne & Chicago and of the Dayton & Ironton roads has proved to have been a good move, as both have paid fixed charges and operating expenses from the day the C., H. & D. took control of them and left a surplus to improve roadbed and increase the equipment. The Cincinnati, Hamilton & Indianapolis road extends from Hamilton to Indianapolis, ninety-nine miles. Its common stock is all owned by the Cincinnati, Hamilton & Dayton, which has long operated the road and which leases t, guaranteeing the general mortgage bonds; the preferred noncumulative sevenper-cent. stock amounts to \$281,679. Of the first-mortgage bonds \$700,000 are held by C., H. & D. The general mortgage, of which the Continental Trust Company, of New York, and the Union Trust Company, of Cincinnati, are trustees, is for \$3,800,000, of which sufficient is reserved to retire first mortgage bonds at maturity. In 1892 the gross carnings were \$726,263; net, \$88,080; interest, \$126,000; deficit, \$37,920. In 1891 gross, \$709,499; net, \$106,264; interest, \$126,000; deleit, \$19,735. Thomas Empry & Son, who bring the suit, own 233 shares of the preferred stock of the Cincinnati, Hamilton & Indianapolis. Its preferred common stock

amounts to \$2,500,000, and its bonded indebtedness is \$3,800,000. Mackey's Resignation.

The announcement in yesterday's Journal that D. J. Mackey had again been ousted from the presidency of the Evansville & Terre Haute has caused anxiety among his friends as to the future of the other roads of which he is president, namely, the Louisville, Evansville & St. Louis, the Peoria, Decatur & Evansville, and the Chicago & Ohio River. It is alleged that Mr. Mackey has used earnings of the prosperous Evansville & Terre Haute to keep the lines of which he is still president out of bankruptcy, and this has led the stockholders of the Evansville & Terre Haute to take the action they have. The Louisville, Evansville & St. Louis is an expensive line to operate, and is heavily bonded for a road of its character, but the last year its business, under the unfavorable conditions, kept up better than has the business of much more pretentious roads. The Louisville, Evansville & St. Louis is rated as about a third-class road, and the Peoria, Decatur Evansville and the Chicago & Ohio River would have been in the hands of receivers years ago had President Mackey none but the resources of the respective lines to have awn from Said a railway financier and good manager: "It has been uphill work for President Mackey to keep them along from year to year, when the conditions were much more favorable to railroad operations than at the present time, and how Mr. Mackey is to handle these properties the future without the Evansville & ferre Haute treasury to draw from, even temporarily, is a problem the solving of which his friends and financiers await with

Claims a Larger Differential. The Soo Pacific line has issued tariffs showing differential rates of \$20 on firstclass and \$5 on second-class business from St. Paul to north Pacific coast points. Heretofore it has demanded only a ten-dollar differential on first-class and \$5 on secondclass. Its increased demand does not argue for a peaceful solution of the transcontinental rate troubles, which are to be conidered at a meetitng in Chicago Jan. 4 The Alton will also make trouble by insisting that the lowest rates applicable from St. Paul shall also apply through the Missouri river gateways to north Pacific coast

Personal, Local and General Notes. Frank Reed, general passenger agent of the Monon, will be in the city to-day. The stock of the New York & New England, which sixty days ago sold at 40, is

Freight agents at this point yesterday received the east-bound freight tariff which goes into effect Jan. 1.

The Big Four is in a fair way to get into Toledo through a traffic alliance with the Toledo & Ohio Central.

C. W. Chears, assistant general freight gent of the Kansas City, Memphis Birmingham, will retire on Jan. 1. J. D. Riddell has been appointed assistant general freight agent of the Kansas City.

Fort Scott & Memphis, with headquarters at Birmingham, Ala. Large shipments of cattle for export are now being made from Kentucky over the

Chesapeake & Ohio road, going by vessel from Newport News. The section men on the Louisville divi-

sion of the Pennsylvania lines are now paid 96 cents a day, as a result of the recent orders from President Roberts. The Ohio Southern yesterday opened its line to Lima for handling freight. It will

be some days before the line will be opened to that point for passenger business. H. M. Bronson, assistant general passenger agent of the Big Four, who has been

confined to the house several weeks, hopes to be at his office on New Year's day. E. O. McCormick, passenger traffic manager of the Big Four lines, was in the city yesterday. W. F. Snyder, Western passenger agent of the company at St. Louis,

W. W. King, city ticket and passenger agent of the Chicago, Burlington & Quincy at Chicago, will retire from that position on the first of the year. He has been with the "Q" twenty years.

The California Traffic Association, Manager Leeds announces, is in a bad way, and unless the friends of the line come to the rescue will be unable to carry out its contract with the Panama Railroad Company. Chairman Caldwell, of the Western Passenger Association, has issued an admonition to all the association lines to be careful about the actions of agents in paying commissions on business to California and gestion

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Texas points. Considerable demoralization has arisen over the business in these sec-The shops of the Louisville, Evansville & St. Louis at Princeton have again shut

number of men employed is now in prog-It is believed that the stock of the Evansville & Terre Haute, which had dropped in the last few weeks from \$135 per share to \$70, will now bound back to par, at least,

down, and in all departments of the road

a general reduction of expenses and in

as the earnings will all be used in the in-terests of its stockholders. The ground on which the McGinnis lum-

ber yard, the Union Tank Company's building and the Crescent brewery buildings stood is being cleared to make more track room for the Big Four in and about its new roundhouse and shops east of the city. The F. F. V. train on the Chesapeake & Ohio was hauled from Dayton, Ky., to Portsmouth, O., the other day, in 123 min-utes, a distance of 115 miles, making two stops. This is the best run ever made between those points with a regular train. Frank G. Kretchmar, special agent of the Interstate-commerce Commission, who bas visited Indianapolis several times on his official duties, died a day or two ago at Thomasville, Ga., of consumption. He secured the evidence which led to the indictment of Wabash freight officials.

The date for the inaugural train service over the Burlington bridge at Leavenworth has been set for Jan. 2. On that date through train service will be established between Chicago and St. Louis and Leavenworth by way of Kansas City. Solid through trains will be run in each direction.

I. L. Rice, who is known by the stockholders of the Philadelphia & Reading as the Reading "firebrand," has created quite a sensation by establishing his headquarters in Philadelphia and making an active canvass among the stockholders to secure the proxies which will elect him president of the company.

The Railway Age to-day publishes its annual statement of railway construction, which shows 2,630 miles of new main line track laid in the United States in 1893. This is less by about 2,000 miles than the total in either of the two preceding years and is the smallest mileage added in any year since 1877.

Commissioner Goddard, of the Trunk Line Association, has sent to the presidents of the several lines in the association a circular letter, in which he says the situation, both freight and passenger, demands earnest consideration and asking that all be present at a meeting which will be called for Friday of this week. On no division of the Big Four has there been so marked an increase in passenger business of late as on the St. Louis division.

ber, this year, the business exceeded that of November, 1892, 30 per cent., and this month the increase will be fully 40 per James Hazzard, general agent of the Atchison, Topeka & Santa Fe; A. Blair, traveling agent of the same system, with headquarters at Cincinnati; W. E. Downirg, general agent of the Mississippi Valley read, and John T. Hendricks, commercial

agent of the International & Great North-

ern lines, are in the city on official busi-

W. F. Snyder, representative of the com-

pany at that point, states that in Novem-

James Finney How, vice president of the Wabash company, has sent in his resignation, to become effective Feb. 1. After that date General Manager Hays will have the title and perform the duties of the present incumbent. Mr. How has been in railroad service since 1869. He accepted the position of secretary of the Wabash road in 1871, holding that position until 1881, when he was elected second vice president and secretary. In 1883 he went to the Missouri Pacific for two years to straighten out its financial snarls. He then returned to the Wabash as general agent for the receivers. and in 1887 was elected vice president, which position he now holds.

J. R. Cavenagh, car service superintendent of the Big Four, yesterday sent the following circular to the employes in his department: "G. M. Lowe having resigned as chief clerk of car records, that position is abolished. C. C. Riley is appointed chief clerk of the entire department, effective Jan. 1. Hereafter strictly civil service will govern all employes of this department. All positions will be filled from the ranks. Promotions will be based, first, on ability; second, record and age in office. Employes of this department will be eligible for promotion to other departments where it is possible to do so, and arrangements to that end are now being perfected. The full co-operation of every employe of this department is requested.'

THE COURT RECORD. Circuit Court.

Edgar A. Brown, Judge. Frank McCoy, by next friend, Hiram Mc-Coy, vs. Geo. H. Ennis et al.; false imprisonment. Trial by jury; finding for the de-In re alleged insanity of Metta Cordes.

On trial by jury. New Suits Filed.

Albert T. Hale vs. Emma Hale; divorce. Superior Court, Room 3. Pabst Brewing Company vs. John Reeder: foreclosure chattel mortgage. Superior Court, Room 1 Ira B. Bugbee vs. S. S. Anderson et al.; mechanic's lien. Superior Court, Room 3.

FOOD CONTAINING ARSENIC.

Statement Showing How James Maybrick May Have Been Poisoned. Food and Sanitation.

In the trial of Mrs. Maybrick for murder it transpired that arsenic was discovered in food preparations in the house, notably in glycerine used by the patient. Mr. Bird, head of the wholesale chemical works of Messrs. A. Bird & Sons, of Birmingham, recently stated that a short time prior to the death of James Maybrick a lot of glycerine was offered to his firm by a German manufacturer. As nothing is purchased for Messrs. Bird & Sons' business without being analyzed by an analyst in the employ of the firm, the sample of glycerine was sent to the laboratory, where, to Mr. Bird's surprise, it was found to contain a large proportion of arsenic, and, of course, was

It was more than a probability that a large part of the glycerine rejected by Mr. Bird was sold in Birmingham, Manchester, Liverpool and other large towns in the midlands to chemists who would neither have the time nor the appliances necessary to test the glycerine, and who, in fact, would not think of testing it, but would purchase it in good faith as pure. It is, to say the least, an extraordinary coincidence that a little time before James Maybrick's death glycerine containing arsenic should have been on sale in the district, and that fact, allied to the notorious one that James Maybrick was himself a confirmed arsenic eater. may well raise a doubt as to whether, after all, there may not be something in the allegation so persistently made that Mrs. Maybrick is the victim of a miscarriage of jus-

Harrison's Dignified Course.

New York Tribune. Ex-President Harrison's dignified refusal to discuss the Hawaiian policy of the present administration is in striking contrast with the treatment he has received from his successor in office. Mr. Cleveland has not only upset the completed acts of his preecessor and reversed his predecessor's policies in a matter involving our relations with a foreign country, but in doing so he has chosen to reflect on the moral quality of Mr. Harrison's administration and on the standards of honesty by which it was judged. The ex-President of the United States does not believe in retaliation, and is not to be provoked into any course that discredits the office he once held. His forpearance when there is so much he might say and so great a temptation to say it will increase the respect in which people hold him, and their regret that they were misled into terminating his wise and honorable administration.

The Advertising

Of Hood's Sarsaparilla is always within the bounds of reason because it is true; it always appeals to the sober, common sense of thinking people because it is true; and it is always fully substantiated by indorsements which, in the financial world, would be accepted without a moment's hesitation.

Hood's Pills cure liver ills, constipation, billousness, jaundice, sick headache, indi-

THE VIADUCT SPARED

The Board of Works Will Not Allow a Driveway Built Off It.

Contracts for Street Work Let-Complaint Against Sweeping-An Opinion Given on Sewer Assessments.

The Board of Works has practically decided not to allow the C., H. & I. Railroad Company to build a driveway off the viaduct to the new freight depot which the company proposes to erect. No formal action has been taken on the company's petition, as a desire was expressed by the officials of the company to submit a supplementary petition.

In the afternoon the board went down on South Pennsylvania street to look over the ground where the T. H. & I. Railroad Company wants to put in some new switches that will cross the street. General Manager Williams, of the company, met the board and explained what the company wants. The board came to no decision on the mat-

AWARDED GRAVEL CONTRACTS.

Board of Works Will Have Several Streets and Alleys Improved. A number of contracts for street work were let by the Board of Works yesterday morning. The following are the awards: For grading and graveling the first alley west of Dickson street, from the first alley north of Market to the first alley south of Ohio street, Henry T. Nolting at 151/2 cents a lineal foot each side. Seven bids, high-

For grading and graveling the first alley south of Ohio street, from Dickson street to the first alley west of Dickson, Heary T. Nolting at 21 cents a lineal foot each side. Seven bids, highest, 36 cents. John Boeger's bid at 18 cents was deemed irregular.

For grading and graveling the first alley

north of Market street, from Dickson to the first alley west of Dickson, J. Harry Roberts at 18 cents a lineal foot. Six bids, highest, 27 cents. John Boeger also bid 18 cents, but on a "drawing of straws" the contract was given to Roberts. For grading and graveling the first alley hundred feet north of Merrill street to Merrill, Henry T. Nolting at 151/2 cents. Eight bids, highest, 3714 cents. Grading and graveling the first alley north of Merrill street, from a point two hundred feet west of the west line of Missouri street to West street, Henry T. Nolting at 16 cents. Eight bids, highest, 371/2

Paving with brick the north sidewalk of Twelfth street, from Tennessee to Mississippi street. Van Buren Sloss at 3614 cents. Paving with cement the sidewalks of Nineteenth street, from Illinois to Tennessee, Tall & Co. at 72 cents. Six bids, highest 88 cents.

Grading and graveling Nineteenth street from Illinois to Tennessee, Henry T. Nolt ing at 251/2 cents. The following final estimates were allowed: In behalf of W. G. Wasson & Co., for

paving with cement the sidewalks of Bellefontaine street, from Thirteenth to Fifteenth; in behalf of the same firm for paving with cement the west sidewalk of Park avenue, from Thirteenth to Fifteenth; in behalf of George W. McCray for graveling Fayette street, from Third street to a point north; in behalf of T. J. Faurot for graveling Pleasant street, from Hester to St. Paul; in behalf of Daniel Foley for bowldering the first alley south of Seventh street, from Pennsylvania to Delaware.

COMPLAINT AGAINST SWEEPING. The Work on North Pennsylvania

Street-A Loud Protest. The manner in which North Pennsylvania street is being swept by the contractors almost amounts to a farce in the minds of those who see the work done in the early morning hours. No water is put on the street at all. Along comes the sweeping machine on one side of the street raising a cloud of dust denser than the smoke over a fiercely contested battle field. After a the street, and when the sweeper goes up that side of the street the dust is sent back to its original resting place. Several nights ago the driver of one of the machines had to hold the brush down to the street as he drove the team. The sweeping is far from satisfactory.

Before the Board of Works, yesterday morning, there was a protest against the assessment for 177 sweepings of the alley in the rear of the New Denison Hotel. All the abutting property-owners signed the protest. They cite the fact that the alley has been blockaded nearly all the time since Feb. I, and that it would have been impossible for the contractor to have swept the alley as he claims. Building material has been piled up in the alley for many months.

ON SEWER ASSESSMENTS.

City Attorney's Opinion Relative to Clifford-Avenue Assessment.

The Board of Works yesterday received on the assessment for the Clifford-avenue sewer. The Fletcher estate took exceptions to the manner in which the estate was as-The property is 320 feet deep and is assessed for benefits from the sewer as a local one for the entire area, while people along the treet who have lots only 125 feet deep are assessed a much smaller sum even in proportion. The administrators of the estate hold that the ground should not be deeme platted ground in the sense which the charer contemplates, or rather in the sense which the legislators contemplated when they made the charter. Mr. Scott does not believe that the provision of the charter is unconstitutional, because this ground is assessed deeper than other lots on the street for benefits as a local sewer, although be admits that no system has been devised which will distribute an assessment perfectly equitable.

SEWER WORK BEGINS. A Hundred Men Given Work Yester-

day on New Jobs. There were fully 1,500 men on the bank of White river below Kentucky avenue yesterday morning, drawn there by the announcement that the contractors on the Whiteriver main sewer interceptor intended to begin work there yesterday. Out of this large number forty-five men were put to work.

all that the contractor can use at present About seventy-five men in all will be given work within a few days. It is the intention of the contractors to push the work as fast as possible. Work was also begun vesterday on the Morton-street drain, twenty-five men being given employment. Most of them

Board of Works Notes.

A brick sidewalk is to be laid on the south side of Tenth street, between Talbott avenue and Pennsylvania. A gas lamp was ordered lit at Superior and St. Joseph streets, and at St. Joseph

Property owners on the east side of East street, south of St. Clair, were notified that they would be allowed a rebate of \$136.85 on the drainage assessment, inasmuch as they had already paid for a sewer along the alley in the rear of their prop-A remonstrance was filed against the improvement of an alley between Fletcher and Hoyt avenues and Dillon and State

A petition was filed asking that Park avenue, from Bruce to Seventeenth street, be opened. Park avenue is opened and improved north and south of the two blocks Board of Safety's Appointment.

terday morning, removed Patrick Rainey, a Democrat employed as an engineer at Tomlinson Hall, for "the purpose of promoting the efficiency of the service." F. W. Roesner, a Republican, was appointed in his plate. Wm. Russe, a fireman at company No. 8, was ordered to report for physical examination. Russe has never been examined. Fred Klump, a policeman,

was dropped on account of ill health and

insanity. The monthly bills of the depart-

The Board of Safety, at its meeting yes-

ments for the month of December were as follows: Station house accounts, \$234.57; fire force, \$668.30; markets, \$451.48. High Cost of Blank Bonds. The controller yesterday received bids on 219 blank refunding bonds. The contract

tinel Printing Company wanted \$114.25 for printing the bonds, with a cut of Tomlinson Hall on the bonds. These are the bonds to take the place of those refunded next

Custodian Donovan Removed. The Board of Works yesterday decided to remove George W. Donovan, Republican, as custodian of Military Park, and to appoint Otto Belzer in his place. Donovan was appointed a short time ago by the new board, but it claims that he is an unsatisfactory person for the position.

Vehicle Tax Not Due Yet. Ex-Mayor John Caven was the first man to appear at the controller's office and offer to pay a vehicle tax. He was told that the tax was not due until the 1st day of January. The new tax will give the employes of the controller's office a large amount of extra work.

More Men Given Work. The water company has put half a hundred men to work on Spann-avenue laying

MITCHELL AT JACKSONVILLE. The English Champion Given an Ova-

tion by the People. JACKSONVILLE, Fla., Dec. 27 .- Charles Mitchell, boxing champion of England, arrived in this city this morning. An hour before the train arrived there were probably about one thousand people at the depot. The crowd increased until, when Mitchell's train arrived, it was simply enormous. When Mitchell alighted a shout of welcome went up, and the English champion had to fight his way through a boisterous, jostling mass of curiosity-loving humanity to a carriage, in which he was driven to a hotel. When Mitchell arrived at the hotel the crowd had massed around the entrance until passage through the doors was almost impossible. Several big policemen finally cleared a passage and managed to get Mitchell to his room. Here if he had noticed a recent publication credthat he (Mitchell) would yet fail to appear. "Yes." said Mitchell, "I have seen them, but they do not worry me. Everybody in any other country. who knows Mr. Brady knows that he is a little man and liable to say anything. I will give him credit with one thing, how- Gowan, "have somehow got the idea that ever, and that is being shrewd enough to our training ships, the St. Mary's of New become the manager of a fighter like Corbett. There is something better in that than posting bills in windows in advance of a show. As far as Corbett goes, he clever fighter but, considering that he has a man like Brady, that lets him out." "Have you any fears," asked the

porter, "that John Norris, of Springfield, O., who says he will be here to prosecute ou on a claim for \$200 for detective servces in Mississippi, will show up? "Not the slightest," answered Mitchell. That fellow is absolutely 'N. krows full well that I never hired him, and owe him nothing. Why, I never saw him until after the Sullivan-Kilrain fight, and as he is a cripple, I would hardly be likely to employ him to protect me. The truth of the matter is, that he first tried it for blackmail, and finding that would not work, now keeps it up for newspaper notorlety."

'What is your weight?" "On last Monday it was 186 pounds, have very little flesh to get off, having already been training pretty hard." "What do you think of Corbett's disbelief in your sincerity regarding the "That is a piece of Brady's talk. Corbett knows that I make all of my matches

myself and handle my own business affairs and that I am the one who has insisted on the meeting. As far as chasing the dollar goes, Corbett has the first one he ever n ade, and he will have it when he dies." Mitchell is looking well, his skin being clear, his eye bright and every movement uggestive of muscular power. In the party are Jack Fogarty, Mitchell's sparring partner; Harry Darrin, his running mate. is cook and her husband.

A SHREWD EMBEZZLER.

Bookkeeper Joseph H. Louis's Shortage May Reach \$300,000.

NEW YORK, De . 27 .- Joseph H. Louis, who created a sensation by attempting suicide in the Union-square Hotel recently, and whose defalcations as bookkeeper of A. J. Schloss & Co. were the immediate cause of the firm's downfall early in December, was rearrested again to-day and arraigned in the Tombs Police Court. The charge against Louis now is grand larceny, and he is held in heavy bonds to answer the several charges which have already been brought against him. The experts who have been at work on the firm's books have discovered a shortage

amounting to \$79,000. The attorneys who represent the assignee are authority for saying that ter. The course on the ships extends over Louis's defalcations will amount to between \$200,000 and \$300,000. Mr. Ulman said this afternoon: "Our expert accountant has only begun to discover shortages within the past three days, and the amount has new reached \$70,000 at least. We thought it better to have Louis rearrested on a specific charge of grand larceny, and we will be able, when the time comes, to place the corrected accounts before the court. From all indications the defaications will be very heavy. I am sure that it will reach (200,000) and it will be \$200,000 at least. Louis was the sharpest worker within my expeentrance of Woodruff, is platted ground and rience. He had full charge of the firm's lasses at sea, but they are never the only books and the disclosures which have been | food provided at any meal. The I that he fixed abnost every item in the firm's fruit, potatoes, turnips, cabbage and onions, accounts. A. J. Schloss & Co. thought they were rich on the day before they made the essignment. Although we have only gone over a few of the firm's books we are able authoritatively to say that Louis by every ans imaginable distorted the accounts and charged to the firm by various devices housands of dollars which he himself quandered in high living. An example of his was discovered to-day. Last May Louis gave one of his regular dinners to a small arty of friends. The dinner cost five dolers a plate, and it was rendered more enby a superabundance of wine and floral decorations. It cost \$212.65. Louis so arranged his accounts that he paid the \$12.65, and the firm of A. J. Schloss & Co. paid the \$200.

SEIZED BY BRITAIN.

All the Gilbert Islands Now in Possession of Queen Victoria.

SAN FRANCISCO, Dec. 27.-The Helen W. Almy, which has just arrived from the Gilbert islands, brings news that Great group, and this has probably been done before now. Sir John B. Thurston, British High Commissioner of the Western Pacific and Governor of Fiji, recently completed an inspection of the Gilbert islands. He reported that the British flag should be hoistago on Butaritari, the most northern of the group. His report dwelt on the richness of the islands and the prospect of developing English trade. When the Almy left Butaritari, on Nov. 20, the steamer Archer, from Sydney, was expected in a few days with the new commissioner to take charge of the slands. Five years ago American traders controlled the lucrative business of the Gilbert islands, but now there are few remainng, and these was soon have to retire.

BISHOP'S CARVERS FREE.

Indietments Against Doctors Who Dissected His Body Dismissed.

NEW YORK, Dec. 27 .- Judge Martine to-day dismissed the indictments against Drs. Frank Ferguson and Irvin H. Hance, who were charged with unlawful dissection. The case grew out of the famous exhibition given by Washington Irving Eishop at the Lambs' Club, on May 12, 1889, during which be fell into the trance in which he died early the next morning. The charge against the doctors grew out their holding an autopsy and dissecting the dead men's brain without authority to do so and without the consent of his fam-

It Is Strange

That people suffering from Piles will endure them for years or submit to dangerous, painful, cruel and expensive surgical operations, when all the time there is a painless, certain lasting cure, which gives instant relief and costs but a trifle. It is called the Pyramid Pile Cure and can be found at all drug stores. Any was awarded to Burford at \$37.50. The Sen- druggist will get it for you if you ask him. sonal use. In the "season" he can rent one or two rooms, receiving special rates

Better Chances in the Merchant Service than in the Navy.

Prospects Open to Young Men Who Learn Navigation on School Ships or Elsewhere-Much Hard Work.

Margaret Compton, in San Francisco Chron-

The merchant marine is a distinct service from the navy, and a boy who wishes to follow the sea must make up his mind in the beginning which he will enter.

There is more money and a better chance of promotion, albeit harder work, in the merchant service, while on the other hand there is a certain distinction attaching to the navy which has always been a source of envy to those outside, though they pro-

fess to despise the "kid-glove sailors." The impetus given to our shipping by recent legislation has created a demand for American sailors, and the question is often asked, "Is there any school in this country such as those on board the celebrated English ships, the Worgester at Greenwich | that they would gladly become landsmen and the Conway, anchored in the Mersey, where boys may be trained so to enter the service as officers and not be obliged to go before the mast and endure all the hardships of ordinary seamen?"

"No, we have no such school," says Capt. McGowan, of the schoolship St. Mary's,

'but we have a better system." Then, seeing my look of incredulity, for I have had an extensive personal acquaintance with the graduates of the famous English training ships and know the estimate in which they were held, he took from his desk a copy of an address recently dehe was seen by a reporter, who asked him livered before the Shipmasters' Society of London, in which it was urged that our iting William A. Brady with still believing plan of sea-going training ships be introduced into England, as they offered advantages finer than anything of the kind

"Our people," continued Captain Mc-York, the Saratoga of Philadelphia and the Enterprise of Boston, are reform schools, have even had the point openly disputed with me here on the St. Mary's, a lady telling me only a few days since that there was no use in my denying it, for she knew boys who had been sent to us because their parents could do nothing with them. "Now, when I was a boy my father used often to threaten me with, 'If you don't behave better I'll send you to boarding school,' and we all know that bad boys are sent to boarding schools, yet no one would think of calling such schools reformatories. "The fact is, our discipline is of value to any boy, and particularly to those who are inclined to rebel against authority; but we never admit any lad who cannot produce a certificate of good character, signed by atleast two responsible citizens, and if a bad to take out or bring in one of deepe boy should succeed in gaining admission

he would have to reform so immediately that we should never find him out, or he would be expelled. Recognizing the injurious effect of this nistaken estimate of the school ships, Capt. McGowan is now seeking to have the vessels placed on the same footing as the military and naval academies, boys to be admitted only by appointment and after a competitive examination, and a small yearly payment made to them the same as to the

"Who are the boys that now come you?" I asked. "Those who fill their heads with nonsense about the sea and who don't want to go to school. But," he added with a merry twinkle in his eye, "they soon find out that there is no chance for them here unless they not only work but study, and the majority have common sense enough to do it. am proud of my graduates. Thirty a year we turn out and any one of them eculd command a ship. "Do you mean to say that, barring th lisqualification of age-the average is be tween nineteen and twenty-one of your

graduates could hold a captain's certifi-'Yes," said the Captain, but he added "I shouldn't want to sail with them he answered seriously, "they would know all about it theoretically, but a captain must have experience. There isn't one of my boys who does not thoroughly understand the principles of navigation, but he must have seen those principles put in practice in a gale or fog before he could

safely be trusted with a ship." LIFE ON A SCHOOL SHIP. A boy must be at least sixteen years of age-the Saratoga requires him to be seventeen-must be physically strong and of good moral character. He must know how to read and write, to spell with tolerable accuracy and to perform simple examples in arithmetic. The more he knows the bettwo years, six months in each year being spent in cruising. Everything is free except the outfit, which costs about \$30. The deposit required provides for all necessaries, including the mattress and lankets needed for the hammocks. The boys sleep on the gun deck, and no lad need wish for more comfortable quarters. The bills of fare handed me by Captain McGowan, and which were those used on the last voyage of the St. Mary's, show a good variety of food both at sea and in port. Oat meal, hominy and mush are served four times a week, mostly at breakfast, with milk when in port and with moallowed tea or coffee, butter, pickles, stewed these vegethies being the only ones which will keep well. The bread is pilot biscuit or "hard tack" while on cruise, but fresh bread and fresh milk are served whenever it is possible to procure them. The diet of sait meat is varied by canned beef of the best quality. "Pium duff" and rice pudding are also on the weekly list. After gradating a boy may join a vessel as petty officer or may become a "cadet" on some United States mail steamer, which vessels are required by law to carry a certain number of apprentices-that is, boys who are to be instructed by the officers and fitted to become officers of the highest rank. The Pacific Mail Steamship Company, the American line and the United States and

In the Pacific Mail the salaries are \$240 the first year, \$300 the second and \$360 the third, and the cadets are in the regular line of The duties of the boys who take such positions are various. There is no eight-hour aw possible on board ship. A forecastle hand has summarized the work of all seamen, officers or men, as follows: "You don't do anything till you're told to, and then you do it-quick! I once heard a captain tell of an appren tice in whom, for the sake of his family, he took an especial interest. So, on the first day out, instead of setting him to work usually allotted to the boys, he taught him now to prepare rope for calking. Passing by unobserved, a few minutes later, he heard him grumbling about having to do convict's work." The boy lost sight of the necessity for one who would become an officer to understand every detail of the work which he must some day superintend. It might be supposed that those who

Brazil line offer positions of this kind.

"know as much as the captain" would consider it beneath them to assist the quarternaster, but the provision which requires eir presence on board mail steamships s for the purpose of familiarizing them with actual service in the merchant marine. They are treated as gentlemen, and 'mess' with the junior officers. It is also stipulated that they are to be regularly instructed in practical seamanship. Having learned all these things, to what is it possible for a boy to rise? It has not been easy to obtain details as to the incomes of seafaring men. As in the trades and professions on shore fortune is capricious. Some captains whose ability and character are unquestioned receive but \$1,800 a year, and the average salary even on passenger vessels is not more than \$2,000. The highest salary known to be paid to a steamship captain is \$4,000. But none of these figures represent the incomes of the men. Those on "ocean tramps" or sailing vessels are usually allowed a share of the tonnage of the vessel. What is known, for instance, as "a ten-ton privilege" means that the captain is allowed to carry ten tons of freight on his own account. A clever man is thus enabled to do a good business on his own account. Or if he does not care to speculate in this manner the company will take the space to which he is entitled and will allow him the regular rates for the same On sailing vessels also captains carry by permission of the government what known as a "slop chest," which is a complete stock of clothing and necessaries, to be sold to the men when in remote places where they could not otherwise obtain them. The "slop chest" is a recognized and legitimate source of considerable profit.

On passenger vessels, such as the fine

sometimes three staterooms for his per-

ocean steamships, the captain has two and

for the same-never less than \$100-which amount is in addition to the fare paid to the company

PROMOTION SLOW. But it is often a long and weary way to the captaincy. It was the rule a few years ago for a certain transatlantic line to demand a captain's certificate from their fourth officer, and the fourth officer was in receipt of but \$40 a month, while the first who must be in every way as efficient as the captain, and who, except in case of bad weather, has much harder work than the captain, was paid the magnificent sum of \$1,000 per year! So much for the money. Now a word about the work. It is so hard that no boy who is not physically strong should attempt to go to sea. The exposure is terrible. The strain of long hours, even for the officers, could not or would not be borne by any other

class of men. I have before me the testimony of a second officer who had to be on duty in a hot climate thirty-eight hours without relief; and it is only a few years ago that Captain Grace died after fortyeight hours' continuous watch on the bridge of his vessel. All these things and the chances of be-

coming crippled by rheumatism when a man should be in his prime should be well considered, for they are of far more importance than the romance of the sea, with which boys are so fascinated. While it is well known that sailors are restless when on shore, still, from an ac quaintance with many of them in a ranks, I have met but one man who did not express a desire "to swallow the anchor if it were well greased"-which means

if they could be sure of a living. An engineer occupies a peculiar position both in the navy and in the merchant marine. There seems to be a determined effort on the part of those who know how faithful and valuable these men are to bestow or them the rank to which their ability and their services should entitle them, and this will no doubt soon be accomplished. The position of chief engineer will then be a

most desirable one for boys who have liking for machinery. They learn, not at sea, but on shore, in some large foundry or machine shop, where they become familiar with every part of the great giants which they must manage. The reason for this is apparent after a glance at the duties. They are to take charge of the steam steering gear, electric light, refrigerating and hydraulic machinery

and must know how to make repairs even to

a badly cracked shaft. A chief engineer's pay at the present time averages \$1,800. He may carry on petty trading, as all seamen do, though the legitimate chances of money-making are not great for any one but the captain. The only way that a boy can learn to be a pilot is to go as deck hand on a pilot boat, and make himself useful and agreeable to the pilot who will then give nim a to become "boat keeper"-that is to take charge of their boat. The chief advantage of such a position is that boat keepers are registered, and after five years' service may present themselves for examination for a

To pass such an examination they must have a knowledge of navigation sufficient to enable them to find the latitude by an observation of the sun's altitude, to keep dead reckoning, and to lay down courses upon a chart all of which may be learned from the pilots themselves though there is no regular apprenticeship, and a boy may leave when he pleases. In the port of New York the first license granted is for vessels drawing eighteen feet of water, and a fine is imposed if man holding such a license should attempt draught. A full license will be grante after a year's service. In Philadelphia the first license is for twelve-foot vessels, and the pilot must serve eighteen months before he can secure an extension, and only then after an examination. A pilot's life is certainly hard, but it is more remunerative in proportion to the education and service required than al-

license as a pilot.

most any other at sea. The returns are not absolutely certain as they are based on the tonnage of vessels which are taken in and out, but the laws for their protection are so strict that they are sure of a good income. The average earnings are not less than \$2,000 a year -as much as those of many a captain who has received an expensive education. There is a steady and increasing demand for sailors. In 1892 we had 6,035 steam vessels and 2,866 sailing ships, not counting those under one hundred tons. These are manned in proportion to their tonnage, the average being three men to every two hundred tons. "Able-bodied seamen" receive from \$20 to \$25 per month, more often the former, and coal passers get the same. The wages for a fireman are \$35 and an "oller," which is generally the first position taken by a young man wishing to become an engineer, can get from \$40 to \$45.

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WHITE-At Mattoon, Ill., Dec. 26, Harriet R. White, wife of Albert S. White, late of Lafayette, Ind., in the seventysecond year of her age. Remains will be taken to Lafayette, Ind., for burial.

FUNERAL NOTICE.

GREENE-The funeral of James Greene will take place Thursday afternoon, at 2 o'clock, from the First Presbyterian Church, corner of Pennsylvania and New York streets. All friends and members of Capital Lodge, No. 124, I. O. O. F., cordially invited. No flowers. Remains can be viewed at residence, 364 North Meridian street, from 10 a. m. to noon this

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